



Nat. Corp. Uherské Hradiště

member of

*Aero*

Trust of Czechoslovak Aeronautical Works Prague

Czechoslovakia

## MANDATORY BULLETIN No. L23/004a

Sheet...1....

Of.....5....

**Effectivity:** Glider L 23 Super Blaník prod. no.: 907609-907611, 907620, 907621.

**Reason:** During winch launching the towing rope is automatically disconnected from the bottom towing hook before the proper time.

Performance based on: Operators suggestions.

**Description:** The bottom towing hook is turned of about  $10^0$  backwards.

To be accomplished not later than: 31. 10. 1990

To be accomplished by: Manufacturer LET j.-s. company - Kunovice.

Cost covered by: Manufacturer LET j.-s. company - Kunovice.

Material availability: Manufacturer LET j.-s. company - Kunovice  
mediatory FMZO-HTS, Praha 1. Nekázanka 11, CSFR.

Validity: 1. 10. 1990

Work investment: 20 normalized working hours.

Zelinka

.....  
Manufacturer

Rolenc

.....  
Customer's Representative

Příhoda

.....  
State Aviation Inspection

Sovák

.....  
Ministry of Foreign Trade

A. Detail steps/Work items

1. Support the glider fuselage at points fore the tail-skid and under the 3.rd frame, so as the landing gear wheel was over the ground.
2. Remove the landing gear wheel, disconnect the shock absorber from the turning hinge of landing gear drive.
3. Disconnect the control cable of the TOST hook. Remove 3 screws, that connect the hook to the fuselage brackets and remove the hook.
4. Drill out 8 rivets dia 3.5, fastening the bracket pos. 1 to the skin and remove 7 pcs of bolts, fastening the bracket to the fuselage frame, remove the bracket.
5. Drill a hole dia 5.1 between first and second hole in the turning segment and fasten a hook lever through it.
6. Load a hook in the fuselage brackets. Install the back screw fastening the hook and turn the hook of  $10^0$  backwards.
7. Remove the hook and bracket from the fuselage, and copy the holes along the marking-off from hook to the bracket and drill the holes dia 6H8 into the bracket.
8. Load the bracket into fuselage and fasten it with 7 pcs of original bolts into the fuselage frame and with bolts pos. 2, nuts pos. 3 and washers pos. 4 into the fuselage skin.
9. Test the proper function of a hook. In released position the hook should be locked behind the dead position and may not impede free landing gear opening and retracting. In released position must be a hook min. 0.5 mm hidden in a hinge. If there is a need, correct the control cable length to such at which the winch hinge is fully opened at the same time as the hook.
10. Connect the turning hinge controlling the landing gear and lock with a new pin. Install the landing gear wheel and adjust the wheel brake.

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B. Material required for one plane modification

Pos.	Unit	Quantity	Name	Drwg No. - Standard	Nomenclature
1	pc	1	Bracket	A770 259N	
2	pc	8	Screw	4x13 ONL 3125.24	
3	pc	8	Nut	M4 ONL 3248	
4	pc	8	Vasher	4x2 ONL 3271	
-	pc	1	Pin	3x25 CSN 022150.1	

C. Picture part

Picture no.: 1 - the side view on glider and hinge hook detail.

D. Additional documentation necessary for bulletin assembly

Not needed.

E. Working tools

Work performed by repair company thru their own tools.

F. Spare parts in service

Without influence.

G. Aircraft weight

Without influence.

H. Record to the airframe logbook after closure of a bulletin

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"Turning of tawing hook is performed."

Date: .....

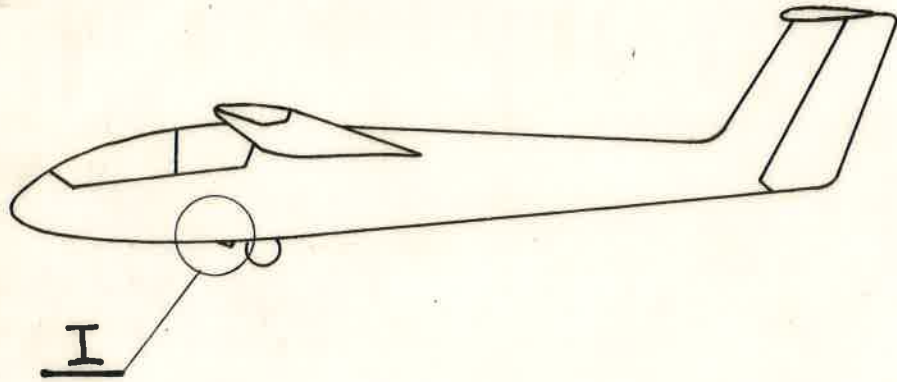
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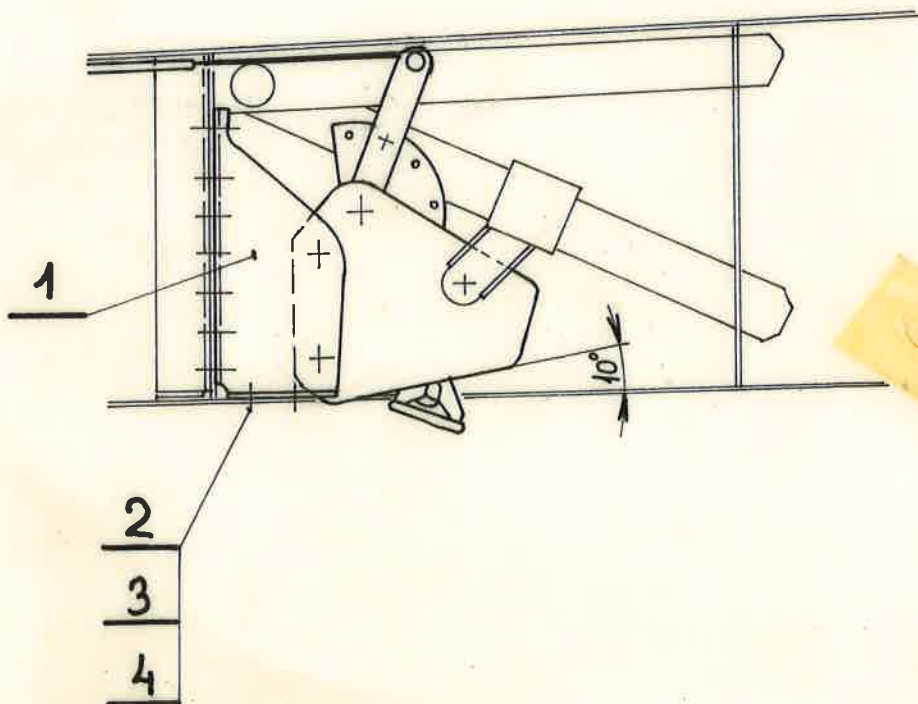
I. Accompanying documentation

Without influence.

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1.

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